

for a moment that the Austrian Lloyd, or the Messageries, or the Norddeutsche Lloyd, or the Nippon Yusen Kaisha would be unwilling to contribute their quota in acknowledgement of the hospitality they enjoy. Of the fairness of a tax designed to meet the cost of lights, water, police, and other provisions for the benefit of shipping, there can, we conceive, be hardly any question in the public view. It is as fair as it is to make the occupiers of Hongkong pay police and street lighting—expenses which a landlord is not usually expected to provide. There is room for objection to the title Light-Dues, and there is room for objection, on principle, to charging such a tax in general revenue. But that principle would be safeguarded by providing that the proceeds shall be applied to the lighting and harbour expenditure, and that income and outlay shall be isolated in a separate account.

The question appears, subject to such reservations, to be purely one of expediency. The rise of Hongkong is unquestionably due, in great measure, to its having been a free port in the past; and the shipping interests may be right in protesting that its welfare will be prejudiced, even by departing from the maxim Sir Henry Pottinger laid down. Still the unofficial members of Council are in a front view; for they are as much interested in the port as Hongkong is anybody else, and it is little remarkable that the operation comes entirely from shipping firms. We sympathize cordially with the feeling that would resent any encroachment on the position of Hongkong as a free port. As a free port it was created, and as a free port it has grown. Any attempt to vary that policy seriously would tell for that purpose—if great care be taken for the benefit of the interests that may be directly concerned. A tax that has proved innocuous under the title of Light-Dues can scarcely be made prejudicial by a change of name. It can, in any case, be promptly abandoned if the event prove that it does ships that would otherwise call—London and China Express.

SHIPPING REPORTS.

The British steamer *Sister*, from Saigon 24th March, had light E. and N.E. winds from port to port.

The British steamer *Olympia*, from Tsingtao 26th Feb., and Yokohama, 2nd Mar., had thick foggy weather.

The British steamer *Nemesis*, from Swatow 28th March, had dense fog up 3 p.m., cleared up off Gupchi Point; light S.E. winds and haze.

The British steamer *Siam*, from Koli-chang 23rd March, had fresh S.E. and N.E. winds to Padar; thence to port light N.E. to E. with moderate fog.

The British steamer *Loksong*, from Chefoo 23rd March, had moderate to strong winds and heavy E.S.E. swell to North Sables; thence to port dense foggy weather.

The German steamer *Sachsen*, from Shanghai 26th March, had foggy weather all the way. On the 28th off Brother Island, at 2 p.m., passed an American man-of-war.

The German steamer *Leopold*, from Shanghai 24th March, had foggy weather all the way down; at 2 p.m. on the 28th dense fog near Wuchan light to dense fog.

The British steamer *Hawkin*, from Singapore 21st March, had moderate N.E. and E. winds and occasional showers of rain to 30 miles south of Cap Rock; thence to port dense fog.

The British steamer *Pasture*, from Saigon 25th March, had light steady N.E. winds and moderate sea to Padar; thence to port S.E. and E. winds with smooth water to Gup Rock; thence light fog and fine weather throughout.

The British steamer *Dovecote*, from Bangkok 22nd March, had moderate to steady N.E. winds and fine weather to Cape Panay. From Cape Palawan to lat. 16° N. long. 119° E. light variable winds and fine weather; thence to port thick fog.

The British steamer *Hawkin*, from Foochow 25th March, Amoy 27th, and Swatow 29th, had light variable airs from N.E. to E., dense fog prevailing all along the coast. In Amoy—Sir G. E. Palmer, H.M.A. cruiser *Palmer*, and U.S.A. *Barbadoes*.

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The British steamer *Thales*, from Taiwainfo 26th March, Amoy 27th, and Swatow 29th, had light variable breeze and thick fog to Amoy. From Amoy to Kolo light southwesterly airs and thick fog. From Siam to port fine weather. In Taiwainfo—Sir *Palmer*, H.M.A. cruiser *Palmer*, and U.S.A. *Barbadoes*.

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The German steamer *Wahlstrom</i*

NOTICE TO CONSIGNEES.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"ASLOUN."

Captain O. Bowditch, having arrived from the above port, Consignees of cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignee's risk and expense.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after the 31st inst. will be subject to removal.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 30th inst. at 2.30 P.M.

No fire insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOME'S & CO., Agents.

Hongkong, 25th March, 1897. [705]

THE Steamship

"HERTHA."

Captain Hildebrand, having arrived from the above port, Consignees of cargo are hereby requested to send in their bills of lading for countersignature by the undersigned and to take immediate delivery of their goods from alongside.

General cargo will be forwarded unless notice to the contrary be given before 3 P.M. to-day.

All cargo impeding his discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 2nd April will be subject to removal.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 1st April, at 3 P.M.

No fire insurance has been effected.

SIEMENS & CO., Agents.

Hongkong, 26th March, 1897. [703]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "DENNARIG," FROM LEITH, LONDON, AND SINGAPORE.

CONSIGNEES of cargo are hereby informed that all goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns, whence and from the wharves delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 1st April will be subject to removal.

All claims against the steamer must be presented to the undersigned on or before the 3rd April, or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 31st inst. at 3 P.M.

No fire insurance has been effected.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 26th March, 1897. [701]

FROM SEATTLE, YOKOHAMA, AND KOBE.

THE Company's Steamship

"WAKANOURA MARU."

Having arrived from above ports, Consignees of cargo are requested to take IMMEDIATE delivery of their goods ex ship or from alongside. Any cargo impeding the discharge of the vessel will be landed and stored at consignee's risk and expense.

Bills of Lading will be countersigned by

NIPPON YUSEN KAISHA.

Hongkong, 30th March, 1897. [703]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, AND SINGAPORE.

THE Company's Steamship

"KINTUCK."

Having arrived from the above ports, Consignees of cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Kowloon, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all claims must be sent in to the office of the undersigned before noon on the 3rd April, or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 31st inst. at 3 P.M.

No fire insurance has been effected.

HOLLIDAY, WISE & CO., Agents.

Hongkong, 29th March, 1897. [705]

STEAMSHIP "YANGTSE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of cargo from London or Canada in connection with the steamer are hereby informed that their goods, with the exception of oil, timber, and valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all claims must be sent in to the office of the undersigned before noon on the 3rd April, or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 31st inst. at 3 P.M.

No fire insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 29th March, 1897. [702]

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PATERCULUS."

Captain Dickens, will be despatched as above to-day, the 31st inst. at 2 P.M.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 31st March, 1897. [704]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"CHELYDRA."

Captain Cass, will be despatched as above to-day, the 31st inst. at 3 P.M.

For Freight, apply to

JARDINE, MATTHEWS & CO., General Managers.

Hongkong, 20th March, 1897. [704]

FOR SAN FRANCISCO.

THE American Bark

"COLOMA."

Noyes, Master, will load here for the above port and will have quick despatch.

For Freight, apply to

SHEWAN, TOME'S & CO.

Hongkong, 11th February, 1897. [416]

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, BOMBAY, ADEN,

EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX,

PORTS OF BRAZIL AND IVERBANK.

LONDON VIA SUEZ CANAL.

LONDON & ANTWERP, ETC.

LONDON & PORTS OF CALL.

MARESILLES, HAVRE & LONDON.

MARESILLES VIA SINGAPORE, &C.

BAVARIE HAMBURG & LONDON.

VANCOUVER, Y. SHANGHAI, &C.

TACOMA VIA YOKOHAMA.

VICTORIA, B.C., &C. Y. HAMA.

SAN FRANCISCO VIA SHANGHAI &C.

SAN FRANCISCO.

SEATTLE, VICTORIA, MOI, &C.

CHINA NAVIGATION COMPANY, LIMITED.

THE Company's Steamship

"HERTHA."

Captain Hildebrand, having arrived from the above port, Consignees of cargo are hereby requested to send in their bills of lading for countersignature by the undersigned and to take immediate delivery of their goods from alongside.

General cargo will be forwarded unless notice to the contrary be given before 3 P.M. to-day.

All cargo impeding his discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 2nd April will be subject to removal.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 1st April, at 3 P.M.

No fire insurance has been effected.

Bills of Lading will be countersigned by

G. DE CHAMPEAUX, Agent.

Hongkong, 22nd March, 1897. [192]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"HUNAN."

Captain Frazer, will be despatched as above to-day, the 31st inst. at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 31st March, 1897. [803]

CHINA NAVIGATION COMPANY, LIMITED.

NOTICE.

STEAM FOR

SINGAPORE, PENANG, AND BOMBAY.

having connection with Company's Main Steamer to ADEN, SUEZ, &C. via MESSINA, NAPLES, LEGHORN, GIBRALTAR, VENICE, &C. TRAVESSIA IN MEDITERRANEAN, AEGEAN, LEVANTINE, AND SOUTH AMERICAN PORTS up to CALLAO.

TOKIO DIRECT.

NAGASAKI & WLADIVOSTOK.

NAGASAKI, KORE & YAMA.

CHEFOO & TIENTSIN VIA SWATOW.

YAMA & NAGASAKI, KORE & KORE.

KORE DIRECT.

TOKIO DIRECT.

NAGASAKI & WLADIVOSTOK.

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NAGASAKI, KORE & YAMA.

SHANGHAI & KORE.

SHANGHAI & KORE.

SHANGHAI & KORE.

POOCHOW, AMYI, & TAIWAN.

SWATOW, AMYI, & TAIWAN.

THE Company's Steamship

"KWEITANG."

Captain Oberholser, will be despatched as above on FRIDAY, the 2nd April at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th March, 1897. [740]

CHINA NAVIGATION COMPANY, LIMITED.

NOTICE.

STEAM FOR

SINGAPORE, HAVRE, AND

YOKOHAMA.

TOKIO DIRECT.

NAGASAKI, KORE, & YAMA.

YOKOHAMA, VICTORIA, B.C., AND VANCLEVER.

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